

APPENDIX D

Relevant Plans and Studies

D1 *Extending the Legacy and Washington's Waterfronts*

Released by NCPC in 1997, *Extending the Legacy: Planning America's Capital for the 21st Century* is the long-term general framework plan for the development and enhancement of Washington's historic core. *Legacy* aims to continue and expand into the 21st century the historic visions of the L'Enfant and McMillan plans by creating opportunities for new museums, memorials, and federal buildings throughout Washington. The plan proposes elimination of obsolete highways and bridges that fragment the city, reclamation of the historic waterfront for public use – including establishment of connections between land transit and new water transportation services – and the addition of new parks, plazas, and other amenities to the urban fabric.

The Kennedy Center could be considered a microcosm of the characteristics and challenges the *Extending the Legacy* plan was conceived to address. The plan outlines the future envisioned for the Center and its immediate surroundings in the following terms:

North of the Lincoln Memorial, the Kennedy Center will be freed from a straitjacket of half-completed highways and interchanges, and reconnected to the city along a landscaped E Street that extends to the White House grounds. This new gateway would reinforce L'Enfant's vision of Washington as an integrated and visually coherent city. On the west side, a terrace staircase will connect the Kennedy Center to a rejuvenated stretch of waterfront between the Lincoln Memorial and Georgetown.

The plan's vision for the Center's east side is illustrated in Appendix A, Figure 1-4 (Kennedy Center Plaza Concepts from Previous Studies).

Washington's Waterfronts: an Analysis of Issues and Opportunities along the Potomac and Anacostia Rivers was developed by NCPC in 1999 as one of several initiatives to advance the vision expounded in the *Legacy* plan. The purpose of *Washington's Waterfronts* was to bring together in one document the major ideas and recommendations for restoring and promoting the city's waterfront areas. The document deals with approximately 22 miles of shoreline, organized into six sub-areas. The Kennedy Center and that portion of the study area that lies along the Potomac River are included in the Georgetown/Northwest area, which runs from the Francis Scott Key Bridge (Key Bridge) to Memorial Bridge.

The need to link the Kennedy Center to the waterfront “with a new trail system, and [to provide] better public access through improved pedestrian walks, parking, public transportation, and area signage” is one of the identified planning concerns for this area. Among the identified opportunities is the following:

The Kennedy Center, in coordination with the National Park Service, should consider alternatives for providing pedestrian access between the Kennedy Center complex and the Potomac River. The Kennedy Center should explore the concept of a pedestrian connection to the waterfront in the form of a terraced stairway and related boat dock.

D2 Kennedy Center Access Study

Following publication of the *Extending the Legacy* plan, Congress directed the Secretary of Transportation to “conduct a study of methods to improve pedestrian and vehicular access to the John F. Kennedy Center for the Performing Arts” in Public Law 105-178, dated June 9, 1998. The resulting *Kennedy Center Access Study* (KCAS), was published in 2000. The study found that numerous conditions contribute to the Center’s isolation (see Chapter 1, Subchapter 1.1.2). The KCAS recommended further study of transportation and urban design access improvements:

- **Kennedy Center Plaza:** Central to the proposed design is a plaza that, set atop a deck over the Potomac Freeway, would provide a new public space and a stately approach to the Center from the east, re-establish the street grid connections, and accommodate two potential buildings planned by the Kennedy Center (Appendix A, Figure 1-4).
- **Riverfront Access:** A grand stairway (with elevators for the handicapped) would link the Kennedy Center terrace to the riverfront promenade, where a floating dock could serve riverboats.
- **E Street Approach:** E Street would be modified at its western terminus to link the Center with President’s Park and the core of the city.
- **Traffic and Safety North of the Kennedy Center:** New connections would be built between the Rock Creek Parkway and the Potomac Freeway in the vicinity of K Street.
- **Traffic and Safety South of the Kennedy Center:** The complex intersection of Ohio Drive with the Potomac Freeway and Rock Creek Parkway would be grade-separated to relieve hazardous conditions and congestion.
- **Transit Improvements:** The E Street improvements would allow the Kennedy Center Show Shuttle to travel a direct route, thereby avoiding neighborhood streets.
- **Pedestrian and Bicycle Improvements:** The plaza and connecting facilities would provide new linkages between the Kennedy Center and the surrounding community.
- **Signing Improvements:** Effective directional signs for through and local pedestrian, bicycle, and vehicular traffic would be installed.
- **Parking Improvements:** The area below the plaza would provide at least 500 new parking spaces, which would ensure that traffic generated by the proposed new buildings could be accommodated on site without intruding upon the neighborhood.

A report to Congress described improvements that were recommended for further study. Renderings of the recommended improvements, showing a conceptual design for the plaza, streets, and two proposed Kennedy Center buildings, are given in Appendix A, Figure 1-4.

D3 Georgetown Waterfront Plan

The *Washington’s Waterfronts* study (NCPC, 1999) recommended that NPS complete development of the Georgetown Waterfront Park. Planning for this park began in 1985 after the District of Columbia adopted a resolution to transfer approximately ten acres of riverside land, extending from

the Key Bridge to 31st Street, to NPS for park purposes once the Whitehurst Freeway rehabilitation project was completed.

The envisioned park would make virtually all of the Potomac River shoreline within the District of Columbia part of the open space system of the capital. It would be a strolling garden with open lawns, informal plantings, winding paths, and benches, all designed to be consistent with the historic environment of Georgetown. Although the proposed Georgetown Waterfront Park would mainly extend west of the KCAI's study area, its eastern terminus would be within the study area, and the park would be linked with the waterfront south of the mouth of Rock Creek. The elements of the plan relevant to the KCAI are:

- Increased activity on the river with the creation of new boathouses near the Key Bridge and a floating restaurant.
- Architectural enhancement of Thompson's Boathouse, although it would not be enlarged for non-boating purposes.
- Creation of a memorial site at the terminus of Virginia Avenue on land currently occupied by a parking lot. Although this would lead to a loss of parking spaces, grassed areas would be able to withstand occasional overflow parking when needed for rowing regattas.
- Creation of a bike trail along K Street to eliminate bike traffic on the towpath of the Chesapeake & Ohio (C&O) Canal and along the Georgetown waterfront. This new trail would be linked to the Rock Creek Parkway Trail.
- Rehabilitation and interpretation of the tidelock at the mouth of Rock Creek, marking the entrance of the Chesapeake and Ohio (C&O) Canal.

D4 Theodore Roosevelt Bridge Study

Currently underway, this DDOT study is examining operational and structural issues with the Theodore Roosevelt Bridge and its ramp systems, and developing and analyzing alternatives to resolve these issues. Environmental documentation will be prepared to document the process and the impacts of the preferred alternative. Because the ramps and study areas for the Roosevelt Bridge Study and the KCAI project overlap, coordination meetings have been held to exchange information as planning has progressed.

D5 The Kennedy Center Improved Access and Parking Garage Project

To alleviate a chronic shortage of parking spaces, the Kennedy Center currently is expanding the north and south ends of the existing underground parking garage by adding 525 parking spaces (the site plan is shown in Appendix A, Figure 1-5, Kennedy Center Improved Access and Garage Project). Terraces will be created over the garage extensions. The project also involves general reconfiguration of the ingress and egress routes from the garage and building. The steep driveway

off F Street is being replaced by a monumental stairway for easier pedestrian access. The main access road to the Center has been moved to 25th and F Streets. This new road will provide an approach to the Center much more dramatic than the old one because the general layout of the building – two grand entrances and three major theaters – will now be immediately visible to visitors. The new access routes will lead to separate drop-off locations, taxi stations, a parking area for tour buses and shuttles at the southern end of the site, and the south entrance of the expanded underground garage.

Connections from the Center to adjacent roadways are being improved. A new northbound exit ramp to the Rock Creek Parkway from the south end of the Center will be available for use by emergency vehicles only. The Center's garage will be accessible from the Parkway northbound at the site's northern end, via F Street. An exit ramp will connect the Center directly to the Roosevelt Bridge. Also, as part of the improvements, access to the Center from the Potomac Freeway has been removed.

Extensive new landscaping is also part of the project. Landscaping concepts for this project include: civic-scale plant groupings that will match the symmetry and formalism of the building; a transition to informal plantings at the perimeter of the site; a mix of evergreen and deciduous species; and strong screening and massing near the garage structures and surface parking areas to soften their impact on the landscape. For example, the stately willow plantings on the existing West River Terrace will now be joined by willows on the north and south sides of the building.

Construction of the north and south garages is expected to be completed by December 2003, and the remainder of the work in 2004. An environmental assessment was prepared for the project in 1998 (Kennedy Center, 1998; *Environmental Assessment, The John F. Kennedy Center for the Performing Arts, Additions to Parking Garage and Site Improvements and Modifications*). For purposes of the KCAI project EA, the Kennedy Center improvements now under construction are considered to be an existing condition.

D6 Lincoln Memorial Circle Rehabilitation and Security Project

NPS issued an EA for this project: *Environmental Assessment for the Lincoln Memorial Circle Rehabilitation and Security Project* (November 2002) and then issued a revised EA (June 2003) based on public comments. NPS is proposing to: 1) construct a vehicular security barrier system around the Lincoln Memorial to provide security to the memorial and its visitors, and 2) rehabilitate Lincoln Circle. A vehicular barrier wall would be constructed from Daniel French Drive along the west side to Henry Bacon Drive and bollards would be constructed along the outer ring of the memorial. A secure access gate would be added on the west side of the memorial and two visitor service areas would be installed on the north and south sides of the Lincoln Memorial.

D7 White House Security Street Closings

In May 1995, in response to an attack on the White House, the US Secret Service closed E Street between 15th and 17th Streets, a portion of Pennsylvania Avenue, State Place, and West/South Executive Avenue, immediately to the east of the study area. This eliminated westbound traffic on E

Street between 15th and 17th Streets. A 1999 study examined this issue, which is documented in *Environmental Assessment for the Restoration of Westbound Traffic in the E-Street Corridor, Washington, DC* (FHWA, September, 1999). The preferred alternative for this study recommended restoring westbound traffic movements on E Street. Westbound traffic was restored in November 2000, but E Street was subsequently closed again (temporarily) to traffic in both directions. E Street remains temporarily closed because of the high threat environment associated with post 9/11 events. The US Secret Service routinely reevaluates the threat level and the status of the E Street closure. If traffic were to be restored, it would affect traffic volumes on both the E Street Expressway and the grade level E Street proposed by this study.

D8 Rock Creek Park and the Rock Creek and Potomac Parkway Draft General Management Plan

NPS recently published the *Rock Creek Park and the Rock Creek and Potomac Parkway Draft General Management Plan and Environmental Impact Statement* (NPS, 2003). This first management plan for the parks includes the use of and resources along the two miles of the Rock Creek Parkway that extend from the National Zoo south to Virginia Avenue in the KCAI study area.

Goals of this plan are to improve the management of established park uses by:

- Improving visitor safety.
- Better controlling traffic volumes and speeds through the park.
- Enhancing interpretation and education opportunities.
- Improving the use of park resources, especially cultural resources.

The EIS notes that

A pivotal management issue to be resolved by this plan involves the use of park roads by commuters on weekdays. This issue includes determining the appropriate level of commuter traffic in Rock Creek Park and the degree to which park values would be affected by such use.

The preferred alternative proposed would eliminate automobile traffic along much of the northern part of Beach Drive from 9:30 AM to 3:30 PM on weekdays. Because Beach Drive feeds into Rock Creek Parkway north of the KCAI study area, curtailing traffic during weekdays in the midday off-peak periods would reduce traffic volumes along that part of Rock Creek Parkway that is within the KCAI study area. In the EIS, it is estimated that if Beach Drive were to be closed as proposed, a maximum of 625 fewer vehicles an hour would use the section of the parkway from P Street to Constitution Avenue on non-holiday weekdays between 9:30 AM and 3:30 PM.

D9 Memorials and Museums Master Plan

Three federal agencies – NCPC, CFA, and NCMC – are responsible for the location and design of new commemorative works on federal land. In 1997, the agencies formed a joint task force to explore issues affecting future memorials and museums in the District of Columbia and environs.

The task force developed a *Memorials and Museums Master Plan* (NCPC, 2001) based on the vision for Washington's Monumental Core articulated in the 1997 *Extending the Legacy* plan (NCPC, 1997). *Legacy* called for placing memorials and museums and other public buildings outside of Washington's traditional Monumental Core as a way of preserving the historic open space and vistas of the Mall and surrounding areas, and to distribute cultural and commemorative resources to all quadrants of the city. The *Memorials and Museums Master Plan* identifies potential sites for future memorials and museums, provides general guidelines for where and how these facilities should be accommodated, and includes siting criteria and implementation strategies.

One hundred candidate sites were identified for future memorials and museums. Evaluation of site suitability was based on planning and urban design, economic, transportation, and environmental criteria. Of the 100 sites, 20 were designated prime sites. Because of their high visibility and strong axial relationships with the US Capitol and the White House, prime sites are to be reserved for subjects of lasting historical and national importance. The remaining 80 sites were not ranked but were recommended as candidate sites because of existing or potential visual connections, roles in reinforcing the overall design of the city, or support they could provide to federal and local planning objectives.

Within or immediately adjacent to the Kennedy Center study area, three sites were identified as prime, and three were identified as candidate sites (Appendix A, Figure 1-6, Proposed Memorials or Museum Locations). Table D-1 summarizes the characteristics of each site.

**Table D-1
Prime and Candidate Memorial and Museum Sites**

| Site | Jurisdiction | Urban Design Conditions | Economic Conditions | Transportation Conditions | Environmental Conditions | Proposed Design |
|--------------------|--------------|---|---|---|---|---|
| Prime Sites | | | | | | |
| 2 | DC and FHWA | Highly visible Foggy Bottom site; indirect axial relationship to White House and Lincoln Memorial; offers views to river and Roosevelt Bridge; may provide commemorative opportunity or museum site. | Neighboring Watergate and GWU are ripe for greater commercial development; museum may benefit area economically while memorial would function as a design feature. | Proposed pedestrian improvements would enhance site; excellent vehicular access and parking opportunities. | Site provides little natural habitat; surrounded by busy road network; development may require moderate to extensive grading and slope stabilization. | New civic plaza at Kennedy Center, redesign adjoining roads and ramps that restrict pedestrian access; waterfront stairway that would link center's terrace with waterfront walkways and watercraft landing area. |
| 6 | NPS | Six proposed sites in and around Roosevelt Bridge ramps and Memorial Bridge, including Belvedere terminus of Constitution Avenue; sites offer primary gateway location for potential commemorative opportunity near Roosevelt Bridge. | Six sites are located on park land that offers few economic development opportunities; cluster of waterfront memorials may support greater tourism and amenities in area. | Passenger vehicles and water and public transportation systems would provide access to site; redesigned circulation systems would improve access to sites. | Sites characterized as park land surrounded by road network. | Prominent site opportunities located on Constitution Avenue, at Belvedere and west of 23rd Street near site of proposed Peace Institute; other sites are located east of Rock Creek & Potomac Parkway and northeast of Belvedere. Proposed memorials should provide civic enhancement and complement waterfront parkland. |
| 11 | NPS | Park characterized as open, passive park land setting; provides commemorative opportunity; has potential to help transform E Street corridor into a memorial boulevard space. | Park land surrounded by federal office buildings; memorial park would provide relief to pedestrians and office workers in area. | Current transportation facilities compatible with memorial that will generate low to moderate number of visitors; major memorial may require provision of additional public transportation. | Existing topography would require alterations such as grading. | Retain and enhance current urban park setting and open space character; incorporate interpretive resources related to life of Whitman; complement design of nearby Rawlins Park; may be developed as major pedestrian-oriented destination. |

Table 3.6-2 Continued
Prime and Candidate Memorial and Museum Sites

| Site | Jurisdiction | Urban Design Conditions | Economic Conditions | Transportation Conditions | Environmental Conditions | Proposed Design |
|------------------------|--------------|--|--|--|--|--|
| Candidate Sites | | | | | | |
| 46 | NPS | Characterized by informal park setting that affords opportunities for passive and active recreation and commemorative opportunity. | Located adjacent to mixed-density residential and commercial areas in Foggy Bottom and Georgetown. | Accessible by vehicle from M Street and Pennsylvania Avenue; good pedestrian access and parking. | Portions of site are wooded with steep slopes, while much of site is open lawn area. | Existing open lawn could serve as focal point for commemorative elements that could be appreciated by neighboring residents, park visitors, and commuters. Scale of potential features at this site could range from small to large and would benefit from landscape and woodland buffers that characterize parcels. |
| 55 | NPS | Linear open space associated with Rock Creek and Potomac Parkway and Potomac River; striking views of Georgetown, Roosevelt Island and Potomac River. Outdoor terrace of Kennedy Center cantilevered over parkway; provides commemorative opportunity. | Park land flanked by road, river, and cultural center. | Existing vehicular, pedestrian, and waterfront access. | Potential improvements to existing parkland and walkway. | Pedestrian waterfront walkway could be reconfigured to include small or medium-sized memorial within existing landscape; potential to construct monumental stairway from Kennedy Center terrace to waterfront; stairway may host commemorative elements. |
| 56 | NPS | Potomac River waterfront setting at terminus of Virginia Avenue near Thompson's Boathouse; provides visual buffer between Foggy Bottom and Georgetown. | Adjoining uses of parkway include Watergate and Washington Harbor complexes and Rock Creek Park. | Vehicular access via Rock Creek & Potomac Parkway; pedestrian access along river. | Located at confluence of Rock Creek and Potomac River. | Potential memorial may be a new focal point at western terminus of Virginia Avenue and visual element at eastern limits of Georgetown; potential for understated interpretive feature or major element; may link Georgetown to L'Enfant plan. |

To date, no memorials or museums are under construction at the three prime sites or the three candidate sites within and adjacent to the study area. In order to implement the plan, four major issues need to be addressed during the planning process:

- **Commemorative Proposal Process:** adoption of a Commemorative Proposal Process by local governments, NCPC, NCMC, and CFA in accordance with Prime Sites and Candidate Sites in *Memorials and Museums Master Plan* (NCPC, 2001).
- **Site Acquisition Policy:** development of a Commemorative Site Acquisition Policy in accordance with the *Memorials and Museums Master Plan* (NCPC, 2001). The federal and district governments should coordinate efforts to preserve public lands for commemorative resources, purchase privately-held land targeted for prime and candidate sites, and identify government land to excess or exchange to make up for potential loss of property tax and other revenue from possible federal purchases.
- **Infrastructure Improvements:** the Department of Interior should seek money to fund site infrastructure improvements; local and federal governments should use existing environmental programs to improve condition of local waterfronts; local and federal governments should work together to establish necessary legislation to improve sites targeted in plan; and governments should work together to improve vehicular and pedestrian access, especially along waterfront, and mass transit facilities where needed.
- **Community Linkages:** federal and local governments, in coordination with city neighborhoods, should encourage community revitalization projects near prime sites, including waterfronts; federal and local governments should promote historic preservation initiatives beyond the core of the city to nurture greater appreciation of citywide cultural and historic resources.

D10 Comprehensive Plan For the National Capital – Federal Elements

The *Comprehensive Plan for the National Capital: Federal Elements* (NCPC, 1989 and 2003) is prepared pursuant to Section 4(a) of the National Capital Planning Act of 1952, as amended. The plan contains recommendations directed at federal lands and the federal interest in the National Capital Region, which includes the District of Columbia. What follows is a summary of the elements and, for each element, goals and objectives, relevant to the proposed action.

D10.1 Federal Goals for the National Capital.

This element identifies planning goals for use in the preparation of other elements of the Comprehensive Plan and for other purposes. Relevant objectives include:

- Foster a capital worthy of a great nation.
- Provide for the efficient and effective operation of the federal establishment while contributing to the general order and beauty of the National Capital.

- Preserve the important historic features of the National Capital while permitting new development, which is respectful of these features.
- Conserve the natural features and resources of the National Capital and enhance cultural and recreational opportunities and the open space of the region.
- Enhance the quality of the environment.
- Promote adequate systems for the transportation of residents, employees, visitors, and goods to, from, and within the National Capital region.
- Accommodate visitors to the National Capital in an efficient, attractive, and informative manner.

D10.2 Federal Facilities

The goal of this element is to “provide for the efficient and effective operation of the federal establishment while contributing to the general order and beauty of the National Capital.” Relevant objectives include:

- Encourage excellence in the design of federal buildings, parks, and monuments to reflect the appropriate character and image of the federal government and the finest architectural thought.
- Promote the expression of an urban design framework for the National Capital in all federal facility plans.
- Encourage the use of landscape settings and civic art at federal facilities that will contribute to the aesthetic character and quality of the National Capital.
- Assure that federal facilities are compatible with their surroundings and make a positive contribution to their environment.
- Promote and plan for the location of monuments and memorials, sculpture and murals, fountains and public gardens throughout the National Capital.
- Optimize the use of existing federal facilities, particularly those served by public transit.

D10.3 Parks, Open Space and Natural Features

The goal of this element is to “conserve the natural features and resources of the National Capital and enhance cultural and recreational opportunities and the ecological value of the region’s parks and open space.” Objectives relevant to the proposed action include:

- Conserve and enhance the natural and cultural landscapes of the National Capital.
- Promote, protect, and complete a system of shoreline parks and promenades, using existing trails whenever possible, providing public access along the shores of the Potomac and Anacostia rivers, while respecting, preserving, and restoring the habitats of native wildlife.

- Encourage the provision of activities and facilities for both residents and visitors that serve as educational, cultural, and recreational attractions in the region's National Capital Open Space System, while protecting natural and historic features.
- Encourage, at all levels of government, the establishment of new park and open space areas where such facilities can provide a greater appreciation of the history and setting of the National Capital, and the role of the National Capital Open Space System in preserving and restoring important resources, such as the Middle Potomac-Anacostia-Occoquan and Chesapeake Bay watersheds and ecosystem.
- Protect the national open space and park networks from adverse impacts and promote a continuation of the park-like quality and character-enhancing ecological benefits and values for the National Capital.
- Continue to plan for aesthetically pleasing parks and parkways that can serve multiple functions as part of the National Capital Open Space System.
- Maintain and conserve federal open space as a means of shaping and enhancing urban areas.
- Protect and enhance the open space network and functionality of parkways, parks, squares, circles, triangles, and the landscape quality of streets and avenues, which are the legacies of the L'Enfant and McMillan plans.

D10.4 Federal Environment

The goal of this element is to “enhance the quality of the environment.” Objectives relevant to the proposed action include:

- Achieve and maintain federal air quality standards in the region to minimize adverse effects of air pollution on human health and the environment.
- Ensure that proposed land uses are compatible with noise exposure limits to avoid human stress and health damages resulting from exposure to hazardous and disruptive noise levels.
- Encourage the wise use, conservation, and development of land and water resources, and protect and maintain the natural and cultural benefits of floodplain and wetlands resources.

D10.5 Visitors to the National Capital

The goal of this element is to “accommodate visitors to the National Capital in an efficient, attractive, and informative manner.” Objectives are:

- Provide the setting for an enjoyable, memorable, and educational visit as well as for conducting the business of government and the affairs of State.
- Provide a safe, clean, and pleasant environment within the monumental core for pedestrians and vehicles.

- Ensure the conservation and protection of the unique visitor attractions of the nation's capital so that they may be enjoyed by future generations.

D10.6 Preservation and Historic Features

The goal of this element is to “preserve the important historic features of the National Capital while permitting new development which is respectful of these features.” Objectives relevant to the proposed action include:

- Identify, designate, protect, and enhance historic properties of federal interest in and outside of the District of Columbia.
- Preserve and enhance the urban spaces, circles, squares, and plazas generated by the L'Enfant and McMillan Plans, and the unique views and vistas of the National Capital.
- Promote continuity in the planning of the historic design framework of the National Capital as generated by the L'Enfant and McMillan Plans, and protect their important intangible as well as tangible qualities, such as the setting, system of streets, and intended character of development.
- Protect and enhance the generally horizontal character of the skyline at a scale traditionally associated with the central monumental and historic areas of the District of Columbia.

D11 Comprehensive Plan For the National Capital – District Elements

The 1973 Home Rule Act (Public Law 93-198, as amended) that gave District residents the right to govern themselves also required the District government to develop a Comprehensive Plan. The Comprehensive Plan is a general policy document that provides overall guidance for future planning and development of the city. The first Comprehensive Plan was adopted in 1984 and 1985, and it has been updated periodically, most recently in 1998 and 1999 (DCOP, February 2003). The elements of the plan relevant to the KCAI project are:

- **Economic Development:** The goal of the District of Columbia is to retain and expand existing businesses, attract new industries, and create jobs for its residents. It is an equally important goal to facilitate and develop business ownership and employment advantages for those underrepresented in the District's productive economy.
- **Environmental Protection:** The goal of the District of Columbia is to protect the environment, to resist threats to its overall quality, to act to maintain, and enhance its positive features in the interest of residents, workers, and visitors, and to protect residential communities from identified environmental hazards by implementing controls that prevent adverse impacts from incompatible uses.

- **Transportation:** The goal of the District of Columbia is to provide appropriate, energy-efficient, cost-effective, and convenient public transportation services within the District, and to work with neighboring jurisdictions throughout the Washington Metropolitan Area as a means of enhancing the functions and quality of life for those who live, work, and visit the District.
- **Urban Design:** The goal of the District is to promote the protection, enhancement, and enjoyment of the natural environs and to promote a built environment that serves as a complement to the natural environment, provides visual orientation, enhances the District's aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient.
- **Preservation and Historic Features:** The goal of the District is to preserve the important historic features of the District while permitting new development that is compatible with those features. The objective for historic properties is to increase awareness of, and access to, facilities, places, and activities essential to residents and visitors.
- **Land Use:** The goal of the District is to assure the efficient use of land resources within legal, economic, fiscal, environmental, and other public policy constraints to meet neighborhood, community, and District-wide needs, and to help foster other District goals.

The District elements of the CPNC also include plans for each of the District's eight wards. Each ward plan outlines planning goals and policies for the ward. The goals and policies of each ward plan are adapted from the general sections of the District elements of the CPNC. The study area is located within Ward 2, which, in addition to the Foggy Bottom neighborhood, includes the following neighborhoods: Blagden Alley, Burleith, Chinatown, Dupont Circle, Georgetown, Hillandale, Logan Circle, Mt. Vernon Square, Shaw, and Sheridan-Kalorama.

The element of the Ward 2 Plan relevant to the proposed action are:

- **Economic Development:** (a) Enhance the image of Ward 2 as a place to do business and to reside. (b) Spur growth of the "visitor industry" by attracting additional visitors of all types and increasing their average length of stay in Washington.
- **Environmental protection:** (a) Maintain the physical, chemical, and biological integrity of watercourses for multiples uses, including recreation. (b) Improve the quality of air of the District and its region so as to meet public health standards. (c) Continue to support the DC Department of Public Works' upgrade of its street tree maintenance program.
- **Transportation:** (a) Increase transportation access to the Central Employment Area. (b) Improve mobility within Ward 2 for residents, employees, and visitors, while minimizing adverse transportation impacts on commercial areas and residential neighborhoods.
- **Urban Design:** Develop a quality urban design environment, combining old and new developments, taking maximum advantage of special Design Opportunity Areas.
- **Preservation and Historic Features:** (a) Preserve and reuse historic landmarks and buildings in historic areas in Ward 2. (b) Preserve the design quality of historic and

special streets and places in Ward 2. (c) Preserve and protect existing buildings and small-scale and open spaces in historic areas in Ward 2.

- **Arts, Cultural, and Educational Uses:** Develop an overall combination of existing and new arts, cultural, and educational facilities in Ward 2 in order to make the ward a special cultural and educational center.
 - **Major Institutional Complexes:** Undertake coordinated planning for the continued, reasonable development of the major institutional complexes in Ward 2.
 - **Waterfront Development:** Realize the full potential of Ward 2 waterfront areas in terms of public access to the waterfront, recreation space, and adjacent mix-use development.
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D12 *A Transportation Vision, Strategy, and Action Plan for the Nation's Capital* – Department of Public Works, District of Columbia

Published by the DC Department of Public Works in 1997, this plan provides a strategy for using transportation as a mechanism to reverse the trend of declining population and employment in Washington DC, and restoring it to being a vibrant capital city. The objectives of the plan are:

- Move people, goods, and information efficiently and safely, with minimal adverse impacts on residents and the environment.
- Enhance the user-friendliness of the transportation system with improved transportation information.
- Plan the transportation system to take advantage of the District's historical design, current land uses, and natural advantages, and make tourist travel more interesting.
- Develop a balanced multi-modal network supporting public transit, automobile travel and parking, water transportation, bicycling, and walking.
- Develop sufficient and consistent funding to sustain world-class infrastructure and an exemplary multi-modal transportation project planning and institutional coordination process by creating new revenue opportunities and innovative financing techniques.
- Improve the efficiency, safety, and attractiveness of the existing transportation system through improved maintenance, streetscape, and signage.
- Focus transit investment on internal circulation to provide city residents and visitors with improved alternatives to the automobile.
- Reduce the impacts of suburb-to-city travel on District residents by intercepting automobile traffic at key locations and providing excellent alternatives to driving in the city.
- Promote business in the District by addressing the transportation of goods through improved loading facilities and by improving rail as an alternative to moving goods into and out of the city.

- Develop non-traditional, signature transportation for the District, including a water-taxi system, a light rail line, and a world-class bicycle transportation network.

Potential projects identified as a part of this plan in and around the study area include:

- Construction of water taxi docks in Georgetown/Rock Creek Park and at the Kennedy Center.
- Tour bus parking in Georgetown.
- Automated information kiosks providing information on travel routes, parking locations, bicycle routes, and the like in Georgetown.
- A light rail transit corridor between Georgetown and the Navy Yard, via the Kennedy Center and Buzzard Point.
- A Mall Loop Bike Trail along Independence Avenue, 23rd Street, Constitution Avenue and 4th Street.
- Construction of a bicycle connection from the Theodore Roosevelt Bridge into downtown.
- Improvement of the pedestrian corridor along Virginia Avenue, from Constitution Avenue to Juarez Circle.
- Improvement of 25th Street (from M Street to Virginia Avenue) and Virginia Avenue (from Juarez Circle to Constitution Avenue) to add such facilities as bus bypass lanes, bicycle and pedestrian facilities, and enhanced pavement and landscaping, to improve their roles as multi-modal transportation corridors in the District.

D13 George Washington University Projects

GWU is the most active source of new construction in the Foggy Bottom neighborhood. As stated in the university's Campus Plan (GWU, 2000), GWU's urban campus occupies 43 acres (17.4 hectares) between Pennsylvania Avenue to the north, F Street to the south, 19th Street to the east, and 24th Street to the west. Within these confines, GWU recently completed several projects: a 183,000-square-foot fitness center at 23rd and G Streets; the School of Media and Public Affairs at 21st and H Streets; a 300,000-square-foot hospital south of Washington Circle; and the Elliot School of International Affairs, a 230,000-square-foot facility on E Street between 20th and 19th Streets.

Other projects currently in the construction or design phase are:

- A new facility on 22nd Street between G and H Streets to accommodate approximately 100,000 net square feet of space for the School of Business and Public Management, scheduled for completion by 2004.
- A new residence hall for 700-720 students on Square 43, bounded by Virginia Avenue, F Street, and 23rd Street.
- Eight townhouses for 204 students on Square 57, fronting 23rd Street between F and G Streets.

D14 New Swedish Embassy

The Swedish government plans to erect two new buildings, one including the chancery, in the vacant lot sandwiched between the Washington Harbour and Thompson's Boathouse. In addition to facilities for day-to-day embassy activities, the north building will house exhibition areas, an auditorium, conference facilities, and some residences. In the south building, the basement and first two floors will be leased, and the third and fourth floors will consist of luxury residential units. The two-building complex would face the Potomac River and abut Rock Creek.

Architects Wingardh and Hansen designed the south building of the complex to be a glass box, accompanied by a wood-sheathed, cantilevered balcony separating the embassy portion from the residential portion. The materials and architecture were chosen to incorporate natural and artificial light as well as the natural surroundings, thus creating a visitor attraction from within and from the riverside. A Swedish landscape architect, Johan Paju, used accents of Sweden's landscape in his five-part plan: winter terrace, barren rocky garden, meadow, forest pond, and beech forest. If the construction occurs as proposed, "the embassy would become an instant landmark, a simple yet sophisticated symbol of internationalism and openness on one of Washington's loveliest and most visible sites" (Forgey, 2003). The "House of Sweden" is expected to be completed sometime in 2006.

D15 US Institute of Peace

In 1996, Congress authorized the US Institute of Peace to transfer its headquarters to a new site on Constitution Avenue, across 23rd Street from the American Institute of Pharmacy. Presently, the three-acre site is occupied by a parking lot used by the US Navy. Projections show a doubling of the Institute staff over the next 20 years, and the construction of a new headquarters building is needed to provide the additional space that this growth will require. Design features include a conference center with classroom and professional training facilities; offices for Institute staff and research fellows; a library; and an interactive education center open to the public and dedicated to the themes of international conflict management and peacemaking. The Commission of Fine Arts (CFA) approved the concept design for the 100,000-square-foot building on November 21, 2002. Estimates indicate that construction will begin in 2005 and end in 2007 (US Peace Institute, 2003).

D16 Georgetown Boathouse

Georgetown University is seeking approval to build a new, 33,000-square-foot boathouse including a docking pier extending 70 feet into the water (Nakamura, 2003). Relative to the Kennedy Center study area, the proposed site would be on the other side of Key Bridge and would fit into the plan for a Georgetown waterfront park. If the DC Zoning Commission approves the plan, Georgetown will acquire land from the National Park Service, and construction could begin in late 2003.